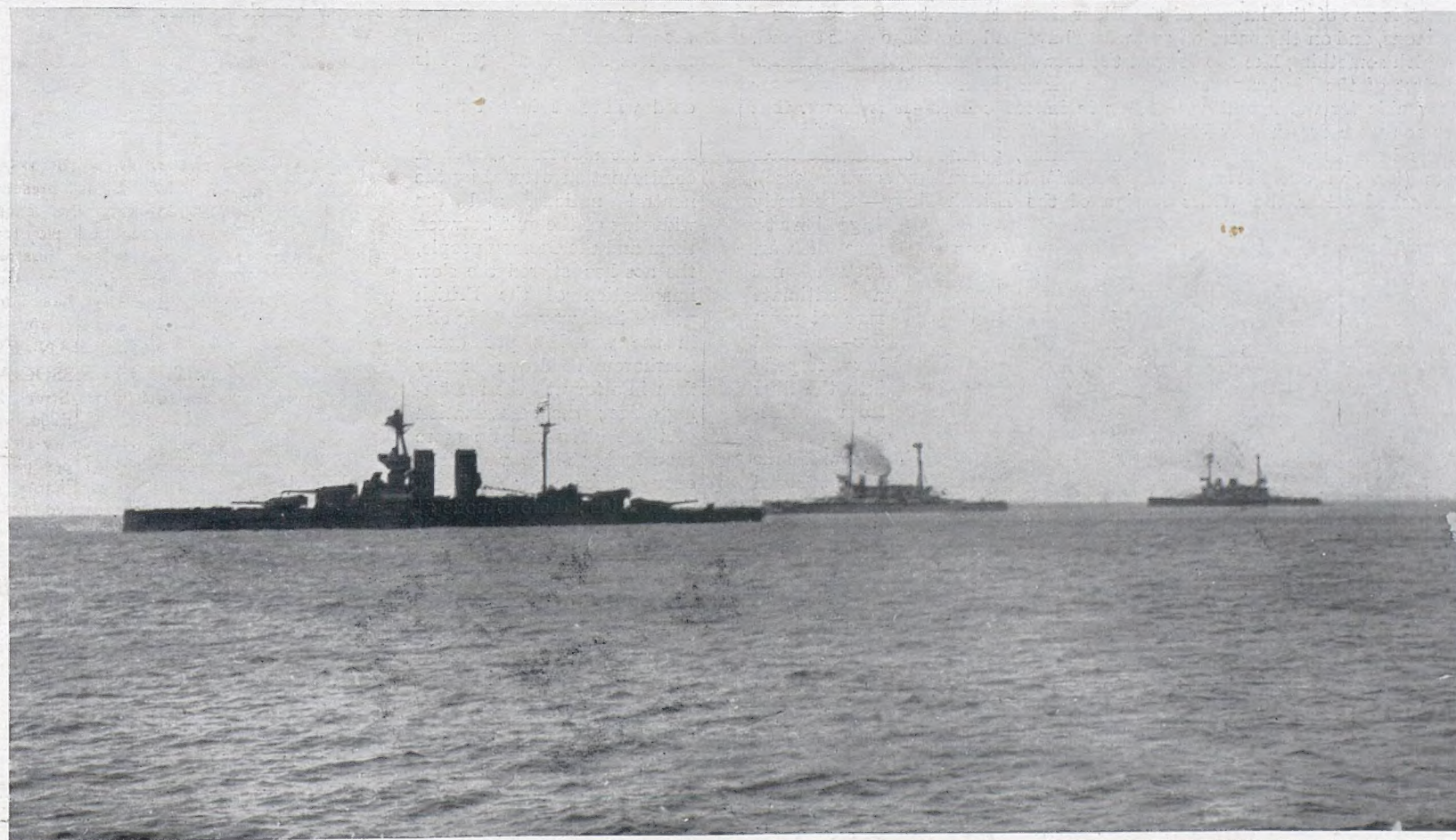


The Illustrated War News.



DURING A BATTLE: THREE BRITISH WAR-SHIPS AT THE ENTRANCE TO THE DARDANELLES.

THE GREAT WAR.

PROBABLY one of the worst blows struck against the German cause and the entire Germanic race was the sinking of the West African liner *Falaba* on Sunday last, March 28, in St. George's Channel. The *Falaba* is one of the largest of the Elder Dempster boats. She registered 4806 tons, and on this occasion seemed to have had about 250 souls aboard, of which something like 100 formed the crew. The sinking of the vessel is the first of the kind reported, and the whole black business is not only remarkable for the magnitude of loss in innocent lives—it is feared that over 100 were drowned or killed—but for the cold-blooded, scientific, and callous brutality of the act. The submarine, possibly one of the later types (for she out-distanced the *Falaba's* thirteen knots with ease), approached under the White Ensign of the British Navy—a perfectly

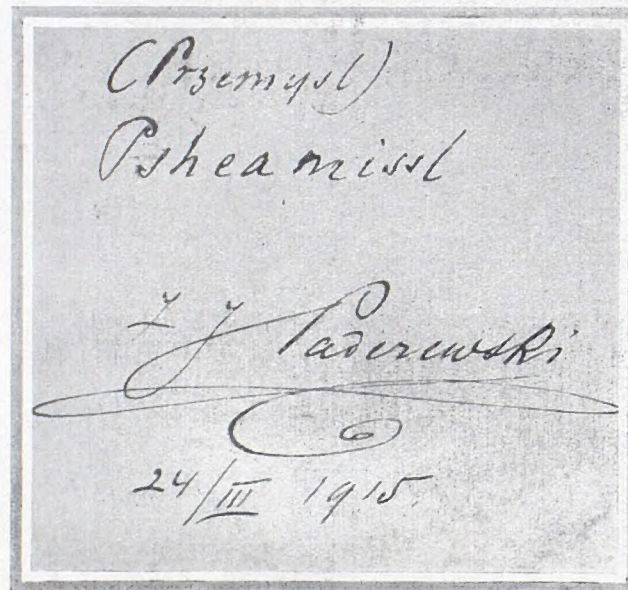
legitimate ruse of war, though not a legitimate ruse of murder—and fired her torpedo into the liner from point-blank range even while the people aboard her were endeavouring to get clear. The boats were nearly all shattered by the explosion, and the poor creatures who had hoped to escape in them flung into the water. The scene of terror must have been ghastly and

indescribable: it was touched with a note of inhuman horror by the laughter of the men on the submarine, who came on deck personally to view with complaisance the spectacle of British men and British women drowning—an action witnessed by not one, but many, of the survivors picked up by the drifters that hurried to the scene. I have called this incident of sheer horror a great blow struck against Germany because, though we have to mourn the loss of many lives, it is logically certain that the deed will react in a terrible way against Germany. Apart from the universal chorus of condemnation uttered by the neutral nations, and the widening of the gulf between them and the German people, the act has stirred the slow imagination of the British people in a way nothing else in the war has yet done. Scarborough drove many men in a fury to the recruiting office; the assassination of the *Falaba* will do more than that. There was little enough excuse for the East Coast raids; there is none at all for this orgy of cold-blooded killing. The *Falaba* was a peaceful ship. She was entirely unmilitary; she was not carrying cargo or foodstuffs or ammunition into an English port, but was proceeding to a foreign destination. She was unarmed and entirely helpless to the weakest foe, for the women on board held her commander's hand from any resolute action, even if his slower speed had not put any thought of retaliation out of the question. The act was accomplished with a chilly and deliberate science; it was murder without a single palliative, since it need not have been done at all, as the submarine, able to circle round her prey after the stroke, might easily have allowed the boats to get away before she fired. These things, well within the knowledge of every man in this country, have



THE HEAD WHOSE "DON'T HUMILIATE GERMANY" STATEMENTS HAVE AROUSED SUCH BITTER CONTROVERSY: THE REV. AND HON. EDWARD LYTTELTON, HEADMASTER OF ETON.

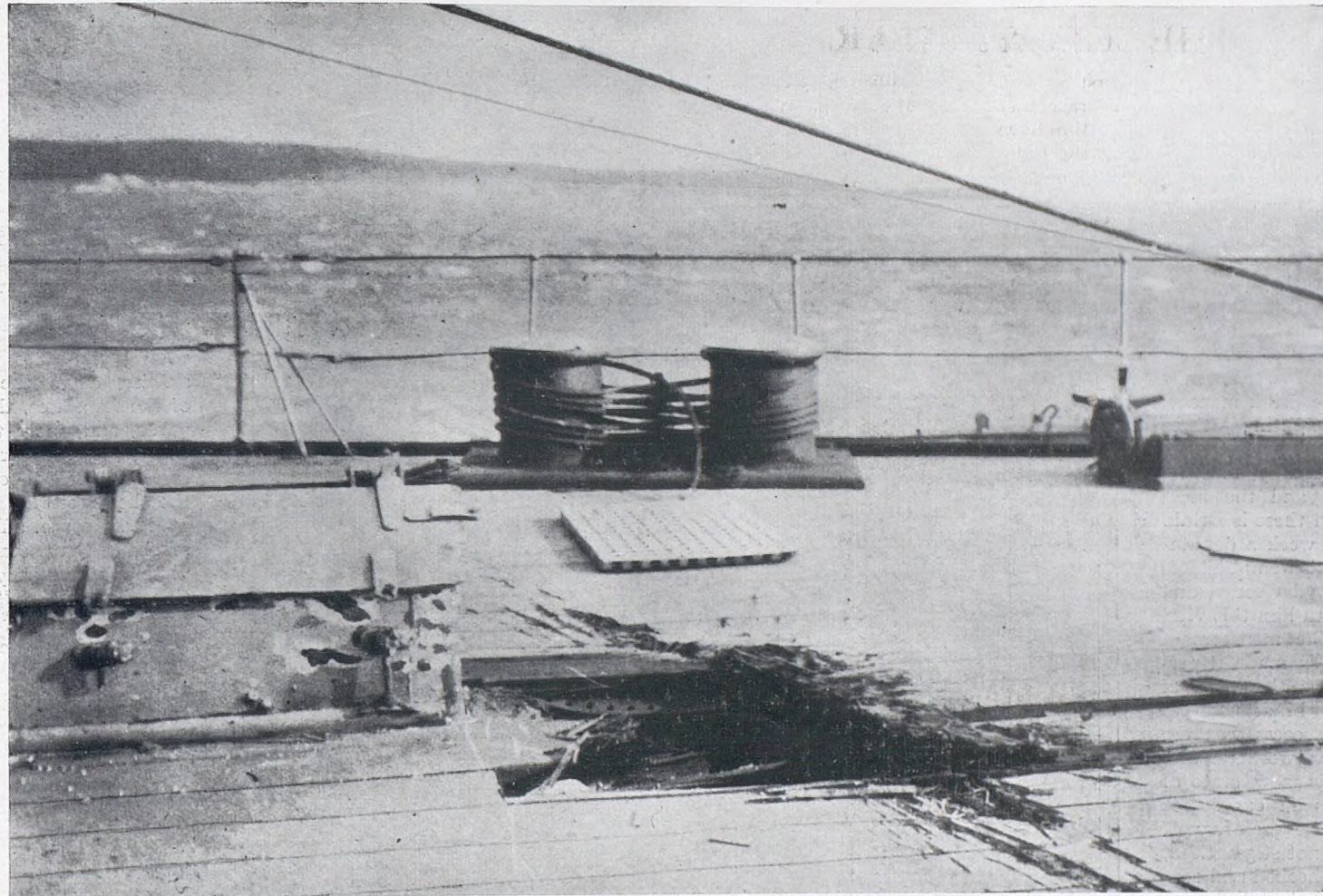
Dr. Lyttelton has been Headmaster of Eton since 1905. He was born in London on July 23, 1855, seventh son of the fourth Lord Lyttelton. He was educated at Eton and at Trinity College, Cambridge.—[Photo. by Swaine.]



THE PADEREWSKI PRONUNCIATION OF PRZEMYSL: THE FAMOUS POLISH PIANIST SPELLS PHONETICALLY A TOWN TO WHICH EVERYONE SEEMS TO GIVE A DIFFERENT NAME!

M. Paderewski, the famous Polish pianist, is in London, promoting a great concert in aid of his countrymen. Here is written his phonetic version of Przemyśl.

[Continued overleaf.]



TURKISH "HITS" THAT DID LITTLE DAMAGE: A SHELL-HOLE IN THE DECK OF A BRITISH WAR-SHIP IN THE DARDANELLES.

The ships in the Dardanelles have suffered less from the fire of the Turkish forts than they have from mines. The Turkish guns have occasionally obtained hits, but without very serious effects. A British naval officer present wrote recently in a letter: "The Turks returned the fire at once, not like the previous Friday, when they waited till we got close in and our ships were at anchor so as to be steadier

for firing. They were more successful, and hit both one of our ships and one of the Frenchmen, without however doing any material damage. Still, our men had to up anchor and fire steaming about. This, as before, beat them, and they scored no more hits. Our firing was excellent, especially that of one ship, the like of which I could hardly have imagined possible."—[Photo. by C.N.]

driven home to our minds with a sense of reality we have not experienced before the recklessness and ruthlessness of our enemy. It has stirred the sluggish amongst us; even the most complacent have had a shock; even the most idealistic have suddenly woke up to the bleak fact that idealism is wasted on Germany, that she must be met with her own ruthlessness—fought ruthlessly, and broken without the slightest compunction.

It has come, too, at a time when, through a series of incidents, it is likely to set the country in a blaze of energy and determination. One of these incidents may be called the drink menace. We are fighting three enemies, Mr. Lloyd George tells us—Germany, Austria, and Drink; and the most formidable of these is Drink. During the week a deputation of Scottish shipbuilders met Mr. Lloyd George, and discussed with him this vital question. The members of the deputation made it perfectly obvious that one of the gravest hindrances to our speedy success was the irresponsible worker who found in his new state of higher wages an excuse for drinking. The majority of the men are not stigmatised, but all are checked and rendered less efficient by these irresponsible few who hold up the work. This loss of efficiency is so great that the members of the deputation affirmed that quite eighty

per cent. of the avoidable loss of time could be ascribed to no other cause than drink; and they felt so profound an alarm at the state of things that, though not one of the body was a teetotaler, they advocated what amounts to a total prohibition in certain areas during the period of the war.

That such a step should have been urged by a responsible body of great employers points to the real gravity of the drink peril. The whole of the Empire is suffering for the pleasures and vices of a few. These few are hindering and clogging the work of their willing comrades, and are slowing down the energies of the foundries, the fitting-yards, and, more than anything, they are checking the essentially vital output of the shell-factories. The war, as Mr. George affirms, has reached that stage when victory is "purely a question of munitions." It may also be said to have reached a stage when the Government, with the whole people behind it, is determined to act with unequivocal decision in order that the just end may be attained. While the Chancellor of the Exchequer refrained from showing the hand of the Cabinet, he made it clear the "powers that be" intend to cure the evil even if drastic steps have to be taken. And the country will be with them if they take those steps.

An Easter lull has, to the time of writing, descended

[Continued overleaf.]

The image shows a large roll of paper, possibly a roll of honor, with the title "ETONIA NON IMMOR" and a cross symbol. The roll is divided into several columns, each containing a list of names and dates. The names are written in a cursive script, and the dates are in a more formal, printed style. The roll is mounted on a dark background, and the edges of the paper are visible. The overall appearance is that of a historical document or a commemorative roll.

THE ROLL OF HONOUR OF THE SCHOOL WHOSE HEADMASTER HAS CAUSED THE "DON'T HUMILIATE GERMANY" CONTROVERSY: THE LIST OF OLD ETONIANS POSTED UP AT THE ENTRANCE TO THE CHAPEL.

During the first six months of the war, 1495 Old Etonians were on active service, with the naval forces, or in France, Belgium, or Africa. During that period, 179 of these were killed in action or died of wounds; 32 were reported missing; 227, wounded; 38, wounded and prisoners; and 18, prisoners.—[Photo. by S. and G.]



AN ALARM-BELL IN THE TRENCHES: AN INGENIOUS FRENCH DEVICE TO GIVE WARNING OF SURPRISE-ATTACKS BY NIGHT.

Ingenuity is a characteristic of the French, and it has shown itself in various ways during the war, notably in the many devices used in the trenches either for increasing the comfort of the troops or for making the defences more secure. An instance of French ingenuity applied to this latter purpose is illustrated in the above photograph, which shows an alarm-bell rigged up in a trench occupied by French sentries, to give warning of any attempt of the enemy to make a surprise-attack under cover of night. The bell, which was borrowed from the entrance gateway of a neighbouring estate, is connected by a wire with the barbed-wire entanglements or other defences outside the trench, so that if they were touched the bell would at once be set in motion.

upon the Allied line in the west, and the communiqués, which had become sedate and brief after the episodic brilliance of Neuve Chapelle, St. Eloi, and the Champagne, have confessed that they have little to say for themselves. In their brevity, however, they contain one spark of extreme interest, and this is the gain by the French of the hill of Hartmannsweilerkopf in Alsace. This hill is the last high and jutting spur of the Vosges. It stands above Steinbach on the map, and from its height and position dominates Mulhausen and its valley. It has been the

centre of desire for many months, the French having first captured it, and then lost it on Jan. 19 last. Realising its extreme importance, the Germans adopted every means to make it redoubtable and invincible in defence: guns were hauled to the crest with wire ropes, and trenches and wire entanglements were built until the crest was as strong as it could possibly be made. The French, however, climbed the slopes by painful but determined inches, and at last have recaptured it—even in the German reports—with, it appears, every chance of holding on to it for good. Apart from this important gain—the uses of which will be appreciated later on—there has been little else to record in the west save some stiff fighting on the St. Michel salient at Les Eparges, where the French, having gained some trenches, refused to be turned out of them. In the east there is also

a slackening for the moment. Violent fighting is being reported on the East Prussian front, especially on the Szekwa, and both sides are claiming victories and captures, though nothing of a decisive nature has taken place, in the positions which Russia holds with great confidence along the Niemen line. In the Carpathians Russia has quickly proved that the fall of Przemyśl gave to her a new accession of energy. She has driven the Austrians back consistently, and her columns are already marching into Hungary and have arrived within striking distance of Budapest, much to the gloom and depression of bread-ticketed Vienna.

Vienna has also another reason for melancholy. She is eyeing the increasing activity of Italy with the greatest trepidation. Italy, with a massing army, a new and admirable preponderance in naval strength and in air-ships, is going through the throes and excitements that may be but the advent of war. Italy is demanding the return of the Irredentist States from Austria; and although Germany is approaching the matter in a generous fashion, and seems inclined to give freely of these Austrian possessions, the Dual Empire is showing the *timbre* of her answer by building forts rapidly in the Trentino and by filling the frontiers with troops. The Italian people are wholly in favour of war. At any moment their desires may be turned into actions and they may throw in their lot with the Allies.

Though the Russian Fleet has taken a hand in forcing the Dardanelles, and has bombarded with vigour the forts guarding the Black Sea entrance to the Straits, the shelling from the Allies' end has not been carried out

(Continued overleaf.)



THE VICEROY OF INDIA'S VISIT TO THE PERSIAN GULF: LORD HARDINGE WITH LIEUTENANT-GENERAL SIR ARTHUR BARRETT (COMMANDING THE FORCES IN MESOPOTAMIA).

Lord Hardinge recently visited the scene of the operations at the head of the Persian Gulf, arriving at Basra early in February. He praised the work of the troops and congratulated General Barrett on his success.



THE BRITISH COMMANDER IN THE PERSIAN GULF EXPEDITION: LIEUTENANT-GENERAL SIR ARTHUR BARRETT, WITH MAJOR-GENERAL C. IRWIN FRY.



AN INFORMAL COUNCIL: SIR JOHN FRENCH AT THE FRONT.

The lover of facts—for we all know that "the camera cannot lie"—will find food to his taste in this snapshot of Field-Marshal Sir John French at the front, with some of his Staff Officers, and looking as fit and as cheery as though he were chatting quietly in some English country-side, instead of on a high road "somewhere in France," and within sound of the guns.—[Photo. by C.N.]



NOT GERMANS, BUT OUR OWN MEN: THE MILITARY FIELD CROP.

At first sight these two soldiers, asleep in the bed of straw in which they have ensconced themselves for warmth, might be taken for Germans, who by their Army regulation have to keep their hair cropped close to the scalp. The pair, however, are British soldiers, and an apology is due for even suggesting the possibility of confounding them with the enemy.—[Photo. by L.N.A.]

with very much vigour. There is now a silence surrounding the doings of our ships, and the general impression is that the Fleets are resting for the time being, perhaps awaiting greater and more pregnant investments. People are beginning to realise that the forcing of the Dardanelles is going to take time, and that it will be arduous, dangerous, and expensive work into the bargain. The Navy probably knew this all the time, and they fully recognise the value of what appears painstaking slowness to us in easy Britain. But though the Fleet is quiet, that does not mean it is ineffective. Quietness to-day is vigour to-morrow. The forcing of the Dardanelles will certainly go on with increasing strength. With troops working in co-operation on the land, the next movement is likely to be a powerful and determined one.

The last instalment of the extremely valuable Official Review of the war and its events issued by the French authorities is more than usually interesting because it deals with conditions present rather than retrospective facts. It examines with a Latin dispassion the steady decline of German power in three vital aspects of war—that is, in morale, in artillery power, and in the strength of its officers' corps. These points are profoundly interesting



THE MORE FORMIDABLE OF THE DEFENCES OF THE DARDANELLES
THE FORTIFICATIONS OF THE NARROWS.

The letters marked against the forts are those referred to in the Admiralty despatches. The figures represent heights in feet.

because they show how happy are the conditions of the Allied forces in comparison with those of their enemy. In officers, the French have been able to prove to their satisfaction that, by their grave losses, the Germans are woefully short in this necessary department. The number of professional leaders is already insufficient, and if new armies are to be created during the next ten months the percentage of professional officers will be reduced to an absolute minimum per regiment. In the arm which will probably be the deciding factor of the campaign—that is, in artillery—the French are able to demonstrate not only the grave deterioration of the German guns under the wear-and-tear of war (the Krupp piece shows a tendency to break up, as experts foresaw it would), but they also prove by many instances how the quality of the German shells, as well as the quality of their explosive force, steadily goes from bad to worse. Finally, this Review emphasises the condition of growing disillusionment and depression of both officers and men of the German Army. These latter no longer imagine that their retreats are strategic traps, and they no longer feel assured of final victory. The French appreciate these three points.

W. DOUGLAS NEWTON.

LONDON: APRIL 1, 1915.



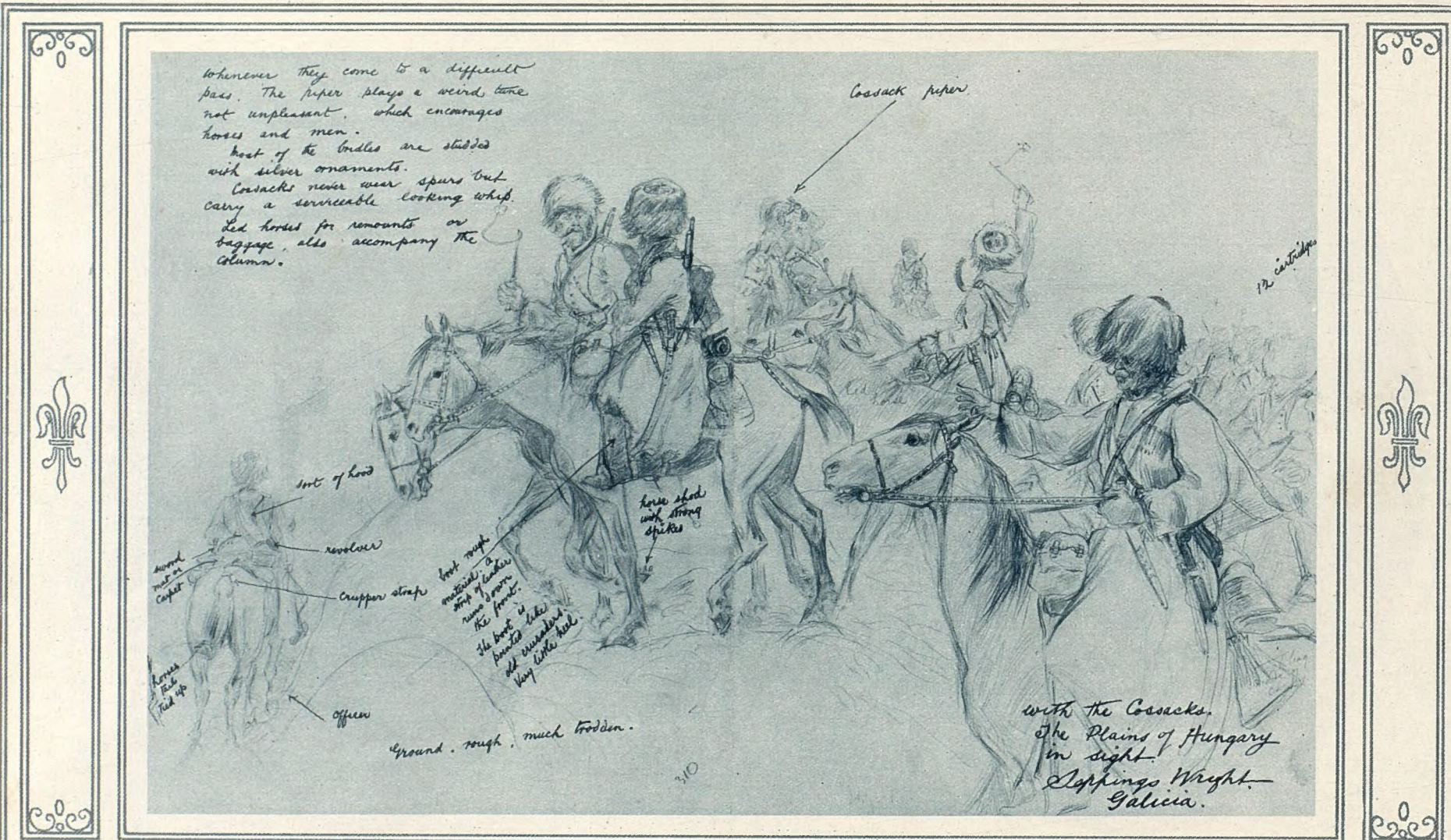
LEAVING FOR EASTER AT THE FRONT: CHAPLAIN THE BISHOP OF LONDON.

That the Bishop of London harbours no doubt as to the righteousness of the cause for which Great Britain and her Allies are fighting is proved in practical fashion by Dr. Winnington Ingram's decision to visit our soldiers at the Front, in order to celebrate in their midst the joyous services of the great Easter Festival of the Church. Dr. Ingram was born in 1858.



THE GALLANT DEFENDER OF PRZEMYSL: GENERAL HERMANN VON KUSMANEK.

The fall of Przemyśl, the great fortress in Galicia, is a notable success for the Russian Army, and the value of the surrender to the cause of the Allies is none the less because it followed upon a siege which spread over nearly six months. That the Commandant, General Kusmanek, whose portrait we give, put up a strong defence, is admitted.—[Photos. by L.E.A. and Bain News Service.]



A BATTLEFIELD SKETCH FROM A SPECIAL WAR-ARTIST IN GALICIA: COSSACKS, WITH A PIPER, APPROACHING THE PLAINS OF HUNGARY.

Interesting details of the Cossacks' equipment and their general appearance on the march are shown in this facsimile of a sketch by Mr. Seppings-Wright, a special war-artist with the Russian forces. Like the Scottish Highlanders, it appears, the Cossacks advance to the weird but inspiring strains of the pipes. Whenever they come to a difficult pass in the mountains, the piper strikes up, and his music

encourages both men and steeds. In the drawing the piper may be seen in the centre of the background. The Cossacks never wear spurs, but carry whips. Their bridles are generally ornamented with silver. Their boots, made of rough leather, are pointed rather like those of the old Crusaders. The horses have spikes on their shoes.—[Drawn by H. C. Seppings-Wright, "Illustrated London News" War-Artist at the Front.]



WHERE THE RUSSIAN FLEET IS BATTERING THE EASTERN GATE OF CONSTANTINOPLE: THE BLACK SEA ENTRANCE OF THE BOSPHORUS.

While the British and French fleets are forcing their way through the Dardanelles Straits, the Russian fleet has commenced similar operations at the entrance to the Bosphorus. An official announcement from Petrograd on March 29 stated: "The Black Sea fleet yesterday bombarded the outside forts and batteries of the Bosphorus on both sides of the Straits." The length of the Bosphorus from the Black Sea entrance to

Constantinople is about nineteen miles. Both shores are thickly populated and built over, and the chief defences are at the Black Sea end, between Buyukdere on the European side and Beikos in Asia. The forts are well hidden, some at the water's edge and others on the slopes of the hills, but they are said to be much weaker and less numerous than those of the Dardanelles.— [Photo. Underwood and Underwood.]



FIGHTERS FOR THE FREEDOM OF EUROPE : II.—NON-COMMISSIONED OFFICERS OF THE 20TH LONDON REGIMENT (BLACKHEATH AND WOOLWICH).

In the group are : (Back Row) Lce-Sergt. W. Paterson, Sergt. J. B. Salkeld, Sergt. C. Scantlebury, Sergt. F. Powell, Sergt. H. W. Watts, Sergt. R. J. Milton ; (Next Row) : Lce-Sergt. L. Lincoln, Sergt. J. G. Flint, Sergt. F. Speer ; Sergt. G. W. Osbourne ; Sergt. A. G. Hawes, Sergt. F. L. Pringle ; Sergt. G. R. Maskell, Lce-Sergt. W. R. Doe ; (Next Half-Row) : Sergt. H. G. Funnell, Corpl. S. B. Bayfield,

Lce-Sergt. A. E. Taylor ; (Front Row) : Sergt. H. F. Trevillion, Lce-Sergt. F. G. Watts, Sergt. W. J. Gill, Lce-Sergt. N. A. Matthews, Coy.-Sergt-Major J. Drury, Sergt.-Major W. J. Dark, Coy.-Sergt-Major A. E. Dawes, Sergt. H. R. Garwood, and Lce-Sergt. S. L. Smith. This series of photographs dealing with regiments began in our last issue, with the 9th London.



FIGHTERS FOR THE FREEDOM OF EUROPE: II.—OFFICERS OF THE 20TH LONDON REGIMENT (BLACKHEATH AND WOOLWICH).

In the group are: (Top Row) Lieut. G. Cosper-Willis, Lieut. A. Britter, Lieut. H. G. Watts, Lieut. E. Downer, Lieut. E. C. Adams, Lieut. R. P. Hamilton, Lieut. W. M. Craddock, Lieut. F. E. Manico, Lieut. T. Gardner, Lieut. C. H. Hooper; (Middle Row): Capt. D. Watson, Capt. E. C. Russell, Capt. J. O. Cook, Capt. W. F. Marchant (Adjutant), Lieut.-Colonel H. A. Christmas, Capt. C. R.

Hefford, Capt. G. J. Edwards, Capt. H. I. Barlow, Capt. T. G. Moll; (Bottom Row): Lieut. W. N. Japp, Lieut. C. D. Gray, Lieut. H. C. N. Taylor, and Lieut. A. Reynolds. The full style of the 20th London Regiment is: 20th (County of London) Battalion the London Regiment (Blackheath and Woolwich). [Photograph by Bassano.]

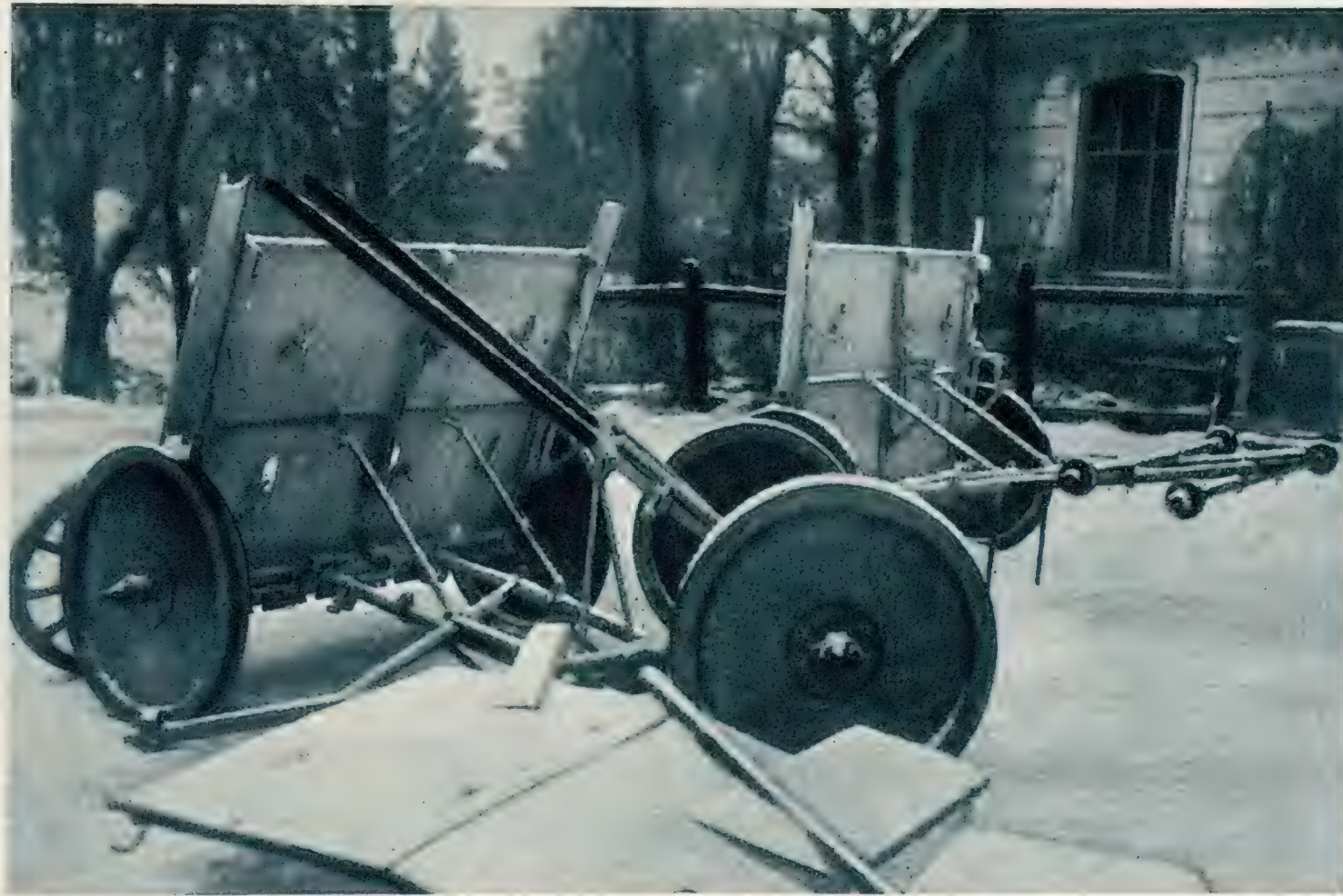


THE TERRITORIAL FORCE: II. THE 20TH (COUNTY OF LONDON)

We began last week a series of "Fighters for the Freedom of Europe." This week we take as subject again a Territorial Regiment undergoing war-training. Thousands of the Territorials, in regiments which it is inexpedient to specify, are in the field, and their fighting efficiency has received high commendation from Sir John French. Photograph No. 1 shows the battalion moving forward in the open after a road

BATTALION, THE LONDON REGIMENT, PRACTISING FIELD-TACTICS.

march, preliminary to extending in attack formation. No. 2 shows battlefield training in progress with men in support of the firing-line lying down under cover from view by enemy artillery. No. 3 shows the battalion resting between evolutions; and No. 4 a sergeant-instructor explaining the mechanism of the rifle to recruits.—[Photos. by S. and G.]



WHEELED INFANTRY-SHIELDS: A NOVEL RUSSIAN DESIGN FOR COVERING A FRONTAL ATTACK IN THE OPEN.

Our illustration is from a German paper which describes the shield-vehicles shown above as "Russian spoil from our Masurian victory." Wheeled infantry-shields represent one of the latest departures in military defensive methods which the deadly nature of modern rapid-fire arms of precision has brought into existence. The shields are of bullet-proof steel, and are meant for use by six men, three

standing and firing through the upper loophole slits, three lying down and firing through the lower slits. A row of such shields would cover the front of an infantry battalion advancing in the open, and the fairly large wheels of the shield-carriages would admit of orderly movement in line over rough ground. We have previously illustrated the portable single-man shields the Germans use on occasion.

Little Lives of Great Men: XII.—Vice-Admiral de Robeck.

THE successor to Admiral Carden in command of the British Fleet in the Ægean is Rear-Admiral de Robeck, who assumed that post on March 16 with the acting rank of Vice-Admiral. Vice-Admiral Carden relinquished the command on account of his health, after brilliantly beginning the work which Vice-Admiral de Robeck has now to carry on. John Michael de Robeck was born in 1862, and is the second son of the fourth Baron de Robeck, of Gowran Grange, Naas, Co. Kildare, Ireland. The family title is of peculiar interest, for it is Swedish, and is the only Swedish title held by a British subject. It dates from before 1755, in which year was born the ancestor who is the founder of the British line. Entering the Swedish Army at the age of eleven, John Henry Fock, Baron de Robeck, attained Captain's rank in 1775, and received permission to enter the French service as Captain in Schomberg's Dragoons. Under Rochambeau, he served in America, and was Aide-de-Camp to the Duc de Lauzun. At the battle of Gloucester he was wounded in the leg and had his horse shot under him. Rewarded for his distinguished service, he returned to Sweden in 1785, and later was naturalised as an Englishman. The de Robecks have hitherto been soldiers rather than sailors. The subject of this notice was educated on board H.M.S. *Britannia*, and entered the Royal Navy as a cadet in 1875. He attained his Captaincy on Jan. 1, 1902, and has throughout his career taken a special interest in the training of boys for the Navy. His eminence in this department of Navy work led to his



THE NEW BRITISH COMMANDER IN THE DARDANELLES: VICE-ADMIRAL JOHN MICHAEL DE ROBECK.

appointment in February 1911 as Inspecting Captain of Boys' Training Establishments. In December of the same year he was promoted Rear-Admiral. His first appointment as a flag-officer was gazetted in April 1912, when he was made Admiral of Patrols, a newly created post, and

one of enormous responsibility. It involved the superintendence of all the torpedo and destroyer craft allotted to the work of coast defence in time of war, and consequently the present efficiency of those guards may be regarded as largely due to Admiral de Robeck's supervision in the years immediately preceding the outbreak of the present war. Last August Admiral de Robeck hoisted his flag on board H.M.S. *Amphitrite*. It has now fallen to Admiral de Robeck by a stroke of fortune to conduct the operations that of all others in the present war promise to be the pivot of decisive strategy. The work is likely to be very costly, but the Allies have no doubt as to the final result, for at no point have the forts of the Dardanelles been found stronger than was anticipated. It is a task calling no less for dash than for great wariness, and Admiral de Robeck's experience in the organisation and work of Coast Patrols fits him peculiarly for the duty he has taken over from Admiral Carden. The enemy recognises the huge importance of the threat to Constantinople, and is giving the Dardanelles the greatest possible amount of newspaper comment. Admiral de Robeck must note with grim amusement the German announcement that "already we see the Western Powers withdrawing in grief and bitterness from the Dardanelles, where they have bitten granite." The biting of granite may be admitted; but our Admirals' teeth remain sound, while the granite has crumbled to dust.

Photo. Abrahams and Sons.



MADE FOR THE AUSTRIAN ARMY: AN AMPHIBIOUS MOTOR-CAR—THE INVENTION IN USE ON LAND AND ON THE WATER.

Here is a new and ingenious amphibious automobile, which, it may be presumed, is being used in the Great War; for it was constructed for the Austrian Army. Our illustrations, taken during trials, show it: (1) Crossing the Danube; (2) In use on the road; (3) Entering the water. It will be noted that the invention combines, of course necessarily, features both of a boat and of a motor-car. The body,

for instance, is distinctly boat-like. The wheels are disked; evidently that they may offer as little resistance as possible when the vehicle is progressing through the water. It is difficult to see precisely for what purpose the amphibious car was designed; unless for the use of high officers desirous of fording streams in comfort.



A VERY EFFICIENT BRANCH OF THE AUSTRALIAN FORCE IN ENGLAND: A MOTOR-TRANSPORT REPAIRING-SHOP AT WORK AT ROMSEY.

The old country town of Romsey, in Hampshire, has for some time been occupied by the Australian Contingent and other troops. The Australians are a very fine set of men, and give the impression of workmanlike efficiency in all they do. This is particularly the case with the motor-transport section, which contains a large number of vehicles that were commandeered in Australia when the war began,

and were brought to this country with the troops. The travelling motor-workshops, one of which is seen in the photograph, are excellently equipped. Some of the motor-transport cars have been stationed in Broadlands Park, formerly the home of Lord Palmerston, whose statue stands in Romsey market-place. The Australian Government intend to send 10,000 more men.—[Photo. by Sport and General.]



THE BRITISH AIRMAN'S WEAPON OF OFFENCE: MARTEN HALE AERIAL BOMBS.

The bombs used with such effect by British naval and military airmen during the war are of the Marten Hale type, as shown in the above photograph. The bomb on the left weighs 20 lb., and carries 8 lb. of high-explosive known as trinitrotoluol. That on the right weighs 10 lb., and carries 4 lb. of the same explosive, besides 350 steel shrapnel balls, each $\frac{1}{2}$ -inch in diameter.



THE GERMAN AIR-CRAFT'S WEAPON AFTER USE: AN EXPLODED ZEPPELIN BOMB.

The photograph shows a well-known British naval airman showing to a friend of the sister service his war-trophy, consisting of the remains of an exploded Zeppelin bomb. The last Zeppelin exploit of any importance, up to the time of writing, at any rate, was the raid on Paris. A few bombs were dropped on some of the north-western suburbs, but little damage was done.—[Photo. by Alfieri.]



THE QUESTION OF MUNITIONS: THE SECRET OF THE STEEL'S STRENGTH—ALLOYS BEING SHOT INTO THE MOLTEN METAL.

With the cry of the moment, "Munitions and more munitions"; with both Sir John French and "Eye-Witness" emphasising the fact that the war will be won by those who can turn out war-material with the greatest speed; with the question of the workman's overtime and other matters, it is particularly interesting to show something of the work that goes to the creation of guns and other things

necessary to our fighting-men. In the illustration given above, the circular furnace seen at the top of the picture has been tapped as a barrel is tapped, and the molten metal has begun to flow into the 15-ton receptacle beneath. The alloys are shot into the metal through the shoot shown on the left.—
[Drawn by Cyrus Cuneo.]



THE QUESTION OF MUNITIONS: OIL-HARDENING A 12-INCH GUN-TUBE.

The vertical metal towers are furnaces lined with brick, used for heating tubes for guns in the process of oil-hardening. The tubes are heated, then picked up by the crane, carried to a position over a sunk tank filled with oil, immersed, and left to cool. The tube illustrated (an "A" tube for a 50-calibre 12-inch gun) is some 50 feet long in the state shown.—[Drawn by S. Begg.]



THE QUESTION OF MUNITIONS: HAMMERING OUT A STEEL BAR.

This steam-hammer is of enormous power, but regulated to a nicety. It is tested frequently, often with the aid of an egg. In this case, it is brought down towards the egg with terrific force, and then checked in such a manner that it merely cracks the shell! Such a hammer beats steel into shape as easily as the potter kneads the clay in his hands.—[Drawn by S. Begg.]



THE QUESTION OF MUNITIONS: MASKED WORKMEN ROLLING OUT AN ARMOUR-PLATE FOR A BATTLE-SHIP, AT KRUPP'S.

The annual output of war material from Krupp's is a jealously guarded secret, but it was publicly boasted three years ago that the capacity of Krupp's exceeded "the entire resources of Great Britain, the produce of Armstrong's, Vickers-Maxim, the Coventry Works, and Woolwich Arsenal combined." The auxiliaries of Essen extend throughout Germany: coal and iron-ore mines, steel-works, foundries

owned by Krupp's, supply the main establishment, and the firm has iron-ore mines in Spain as well. The Germania dockyard at Kiel is Krupp property, and Essen has claimed that its cannon and armour factories could equip ten Dreadnoughts a year. The Austrian counterpart of Krupp's, the Skoda Cannon Works of Bohemia, furnished Krupp's with the plans for the 42-c.m. (16½-inch) howitzer.



THE QUESTION OF MUNITIONS: IN ONE OF THE STEEL-ROLLING MILLS AT KRUPP'S—GERMANY'S WAR ARSENAL.

The Krupp gun-factories at Essen alone cover 250 acres of the 1200 that the entire establishment occupies. In July last, immediately previous to the German ultimatum to France and Russia, 80,000 men were employed by the Krupp firm; there are said to be over 100,000 at work at the present time. The story of the growth of Krupp's workman staff is itself significant. Fifteen years ago, when the

poison of world-supremacy ambition began to corrupt Germany, some 30,000 men were the numbers at Krupp's. They were increased to 41,000 by 1905. A sinister increase came in 1909—the year of the annexation of Bosnia by Austria, when Germany insolently dared Russia to intervene, and the struggle of to-day was foreshadowed. No fewer than 35,000 additional workmen were entered in 1900-10.



BLESSING THE SOLDIERS IN THE TRENCHES DURING AN ACTION: A RUSSIAN PRIEST GIVING THE BENEDICTION

The Russian soldier, it has been said, is "the most extraordinary combination of fighting-man and religion that it is possible to imagine." His most deep-seated instinct is religious fervour under the auspices of the Orthodox Church. In a racial struggle, such as the present war, the religious tendencies of the Russian peasant become intensified to almost the ardour of a mediaeval Crusader. Yet further to incite him in the field, if that be possible, the Russian soldier has his regimental chaplain ever on the spot. Each Russian battalion has its officially appointed

priest. "Everywhere on every possible occasion. In the trenches, in the



A PRIEST GIVING THE BENEDICTION OF THE CHURCH UNDER FIRE. FROM THE PAINTING BY FRÉDÉRIC DE HAENEN.

is religious fervour
ur of a mediaeval
officially appointed

priest. "Everywhere at the front," writes an American journalist, with the Russian Army, who has published his impressions in book form, "are priests, and services are held on every possible occasion. And these priests, as one sees them at the front, cannot but command the highest admiration. They are everywhere—at the bases, on the lines of communications, in the trenches, in the hospitals. It is no wonder that their example and influence keep alive in the simple peasant heart the idea of his faith and of his Tsar."



THE WAR IN WEST AFRICA: FRENCH AND SENEGALESE TROOPS DEFEATING A GERMAN FORCE AT EDEA, IN THE CAMEROONS.

The officer from whose sketch this drawing was made, describes it thus: "The *élan* of the Senegalese: the defeat of Colonel Zimmermann's force of 800 by the French tirailleurs at Edea." The fight took place about January 5. The Governor of French West Africa, reporting it to the Colonial Minister, on January 9, said: "The Germans in great force violently attacked Edea in the Cameroons. They were

repulsed with considerable losses. Twenty Europeans and 54 native soldiers were left on the field. We seized a machine-gun and fifty rifles. Our losses were very slight." Edea, an important railway station on the River Sanaga, was occupied on October 26 by a French force, with which a British naval and military force co-operated.—[Drawn by Frédéric de Haenen from a Sketch by an Officer.]

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THE WAR IN WEST AFRICA: A BRITISH OFFICER WOUNDED DURING THE COMBINED BRITISH AND FRENCH OPERATIONS IN THE CAMEROONS.

The above drawing, like that opposite, was made from a sketch by an officer taking part in the operations against the Germans in the Cameroons. The title given to the sketch, which is dated December 31, 1914, is: "On the march to Dschang. Lieut. O'Brien wounded." It may be recalled that, when Edea was occupied by the French under Colonel Mayer on October 26, a British naval and military force co-operated

with them. After the repulse of the German attack on Edea early in January (illustrated opposite) it was reported to the French Colonial Minister that "the British General has cabled his heartiest congratulations to M. Ponty, the Governor-General of French West Africa, on the brilliant success of the French troops."—*Drawn by Frédéric de Haenen from a Sketch by an Officer.*



THE 13.5-INCH GUN SIXTEEN OF OUR DREADNOUGHTS CARRY: A WEAPON ABLE TO HIT, WITH AN 11-CWT. SHELL, AT TEN MILES.

The thirteen midshipmen seen here seated on the barrel of a 13.5-inch gun, together with the fourteenth lad standing on deck, serve to emphasise, by comparison, the huge size of the weapon. The 13.5-inch is the gun with which the "Lion" and "Tiger" and the "Princess Royal" settled the "Blücher" in the Dogger Bank fight, and sent the other German ships back to port shattered and on fire. Sixteen

of our super-Dreadnoughts each carry eight or ten 13.5's, the immediate predecessors of the "Queen Elizabeth's" yet more gigantic and destructive 15-inch guns. The 13.5-inch gun is 37 ft. 9 in. long; weighs 69 tons; and fires a shell weighing 1250 lb. (or 11 cwt.). It hit, with effect, in the Dogger Bank battle at a range of 17,000 yards, practically ten miles.



WHERE BRITAIN AND ALLIES FACE THE GERMANISED TURKS: WAR-PHOTOGRAPHS FROM EGYPT AND THE SYRIAN COAST.

The first photograph on this page, which comes to us from Cairo, shows Major Lord Howard de Walden (well known for his interest in artistic movements) paying his men. No. 2 was taken off the coast of Syria and illustrates an accident to one of the Allies' seaplanes, a mishap very soon repaired. In No. 3, the new Sultan of Egypt is seen in the Royal Box at the Cairo Races; with Sir Reginald Graham, the

President of the Council, Lieut-General Sir John G. Maxwell, and the Minister of Instruction. The Sultan is seen on the left. Photograph No. 4 shows Brig-General Briscoe, in command of the Cavalry Brigade in Egypt, riding in the desert with members of his staff. He is the central figure in front—
[Photo. No 3 by Underwood and Underwood; No. 4 by L.N.A.]



A "PREPARATORY BOMBARDMENT" BY HAND-GRENADE: A GERMAN PATROL PREPARING FOR A SURPRISE BAYONET-ATTACK IN THE ARGONNE.

This drawing, which, it should be mentioned, is from a German paper, illustrates the nature of the fighting that has been taking place recently in the Argonne. There, as elsewhere on the front, the use of hand-grenades has become frequent. For instance, in the official French *communiqué* of March 27 it was stated: "In the Argonne, in the region of Bagatelle, there was bomb-throwing on both sides,

but no infantry attack"; and again, on the day following: "In the Argonne, there were artillery fire and bomb-throwing, principally in the Bagatelle district, where the activity on both sides has been very marked." The Germans seen in the drawing are evidently preparing for a surprise attack on a French outpost. One man, it will be seen, is about to throw a bomb by way of "preparatory bombardment."



ENEMY HUSSARS IN ACTION WITH A BRITISH DETACHMENT: A GERMAN ARTIST'S SKETCH ON THE BELGIAN FRONTIER.

Our illustration, from a German paper, shows a patrol of German Hussars in a street engagement with a British detachment in Rousselare, one of the small townships near the Belgian frontier on which the hand of the destroyer has come down heavily. So, indeed, is shown only too plainly by the ruined and roofless houses in the background of the sketch, which, it is stated, was made on the spot at the time

of the affair. The German Hussars, above all, are the light cavalry in the Army, being ordinarily lighter men, mounted on lighter horses, than either the Dragoons or the Uhlans. The best-known of the German Hussar regiments is, of course, the crack "Death's-Head" Hussars, a Prussian corps, in whose uniform the Crown Prince is particularly fond of being photographed.



TORPEDOED BY AN ENEMY SUBMARINE WHOSE CREW ARE SAID TO HAVE LAUGHED AND JEERED AT THE DROWNING: THE "FALABA."

The Admiralty announced on March 29: "British steamship s.s. 'Falaba,' 4806 tons (owned by Elder, Dempster, and Co., Ltd.), was torpedoed at 12.25 p.m., March 28, to the south of the St. George's Channel, and sank in ten minutes. The ship carried a crew of about ninety persons, with about 160 passengers. About 140 survivors have been picked up, eight of whom, including the captain, died after being picked

up. It is feared that many were killed by the explosion of the torpedo." It has been reported that the crew of the enemy submarine laughed and jeered as passengers and crew fell from the "Falaba" into the water, to drown. This, surely, is the most contemptible thing the German Navy has done. The "Falaba" was bound from Liverpool to the West African coast.



PURSUED BY SHELLS AND SEARCHLIGHTS: A ZEPPELIN OVER PARIS DURING THE RECENT RAID—SEEN FROM MONTMARTRE.

The approach of Zeppelins was signalled in Paris at about 2 a.m. on Sunday, March 21, and the alarm was quickly given by bugles. Searchlights swept the sky, and the firing of anti-aircraft guns was heard from the suburbs. Some of the more cautious Parisians descended to their cellars; others watched at their windows, or ran out to find a better point of view. Two Zeppelins reached the north-west suburbs

and the northern parts of Paris. One could be seen rounding the hill of Montmartre, continually surrounded by the glare of the searchlights, while the shells from the French guns rained around it like shooting-stars. The air-ship was at a height of about 5000 feet. After throwing a few bombs, it departed, and, in spite of continual shelling, was able to regain the German lines.



"THE APPEARANCE OF THE VILLAGE SUGGESTS THE HAVOC WROUGHT BY AN EARTHQUAKE": NEUVE CHAPELLE AFTER THE BRITISH BOMBARDMENT.

A vivid description of Neuve Chapelle after the bombardment of March 10 was given recently by "Eye-Witness." "Now from the westward," he writes, "all that can be seen of the place is a few ruined, crumbling red-brick houses, nearly all roofless. . . . The ground is strewn with branches and pitted with craters, the older ones being full of water. . . . The appearance of the village itself suggests the

havoc wrought by an earthquake, for the place is one huge rubbish-heap; it is almost impossible to distinguish the streets amongst the rubble and bricks which have been hurled across and obliterated them. Here and there portions of the houses are still standing, but these are few and far between, and are dangerous to enter on account of falling tiles and tottering walls."—[Photo. by C.N.]



WRECKED BUILDINGS AT NEUVE CHAPELLE: SHOWING WOODEN CROSSES ERECTED OVER THE GRAVES OF SOLDIERS KILLED IN THE BATTLE.

"Collected together at different points behind our line," writes "Eye-Witness" in the account quoted on the opposite page, "are the graves of many of our men. In some places the dead have been buried where they fell, either singly or in little groups; in others there are regular cemeteries. All the graves have been carefully made, a wooden cross having been erected over each, with the name and regiment

of the dead marked on it, and many have been turfed and have had flowers placed on them." Elsewhere, describing the effects of the bombardment, "Eye-Witness" says: "In the churchyard the very dead have been uprooted, only to be buried again under masonry which has fallen from the church, and crosses from the heads of the tombs lie scattered in all directions."—[Photo. by C.N.]



"IN CHAMPAGNE GROUND WAS GAINED BY AN INFANTRY ATTACK FOLLOWING A BOMBARDMENT": FRENCH TROOPS CHARGING FROM A SAP.

In this dramatic drawing, M. Georges Scott, the well-known French war-artist, represents a typical incident during the sharp fighting in Champagne, where the French have recently been taking the offensive with conspicuous success. The drawing shows the moment when the French infantry emerge from their sap to charge the German trenches with the bayonet, after their own artillery has prepared

the way by a preliminary bombardment. Even so, of course, the advancing infantry, no longer under cover, but fully exposed to the enemy's fire, are liable to suffer severe losses before they reach the opposing lines. Our French allies have shown themselves undaunted, and even the Germans have praised the courage with which they advance again and again to the attack.—[Drawn by Georges Scott.]



AFTER A SUCCESSFUL BAYONET-CHARGE AGAINST THE ENEMY'S LINES: FRENCH TROOPS IN A CAPTURED TRENCH AMONG GERMAN DEAD.

The grim realities of war are strikingly illustrated in this photograph of a German trench, piled with the bodies of its late defenders, beside which are standing the French soldiers who have just slain them in a fierce hand-to-hand encounter. Such are the scenes of every-day occurrence, which lie behind the unimpassioned language of many official announcements. For example, in a recent French *communiqué*

it was stated: "Our troops completed their success with the bayonet in a hand-to-hand struggle of extreme violence. In a single trench, one of our officers counted two hundred German corpses. The survivors, twenty-five in number, surrendered. . . . Our artillery has established a mastery over that of the enemy, as also has our infantry with its incomparable qualities of offensive."—[Photo. by J. C.]

HOW IT WORKS: XII.—THE DEMOLITION OF BRIDGES.

IN modern warfare the maintenance of rapid and uninterrupted transport of its troops, guns, ammunition, etc., frequently enables an attacking force to put such pressure on its adversary as to give it very material advantage. It becomes, therefore, a matter of extreme importance to a retreating force that it should be able rapidly and effectively to destroy bridges, railways, etc., over which it may have to pass before the enemy can make use of them in pursuit. This work is usually carried out by means of explosives of one kind or another: gun-cotton or dynamite are the materials most frequently employed. The method of application, however, varies very much according to the design and strength of the structure to be destroyed.

As it requires a considerable time to repair demolished bridges, and it is frequently impossible to proceed until they are repaired, a retreating army usually pays special attention to these after it has made use of them; and the methods adopted, in order to deal effectually with the various types, are worth consideration. Bridges may be roughly divided into three classes—namely, arched, girder, and suspension. In order to demolish rapidly an arched bridge having a single span of masonry, it is usual to fracture the crown of the arch, after which the whole thing collapses. To effect this with the least possible delay a board to which slabs of gun-cotton are fixed is suspended under the arch, in contact with the stone-work, the slabs of explosive being fired simultaneously either by a time-fuse or electricity (see Fig. 1 on opposite page). If more time is available for preparation, a hole excavated from the roadway down to the crown of the arch is charged

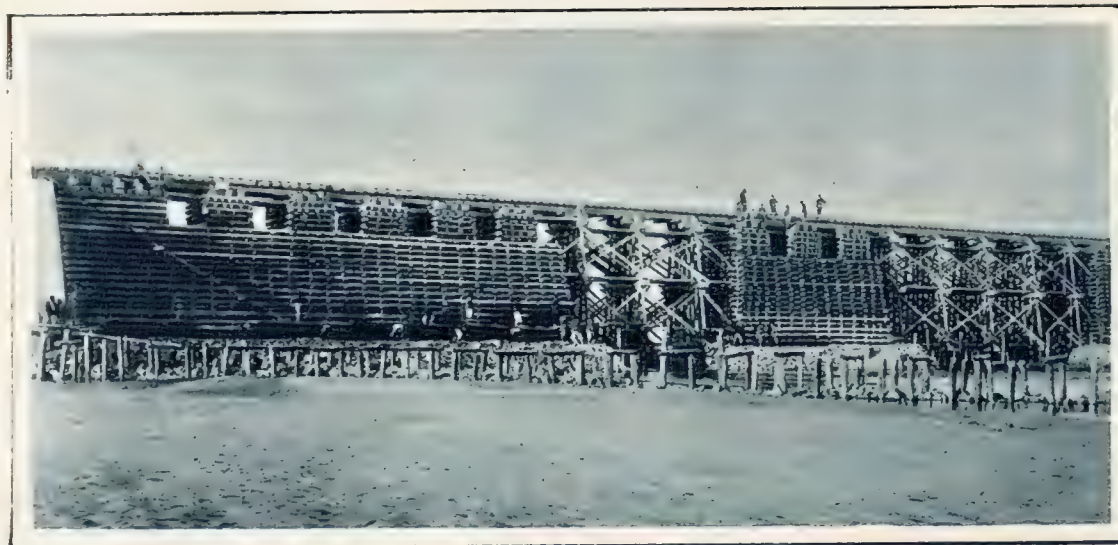
with gun-cotton or dynamite, a time-fuse or electric firing-cable being connected, brought to the surface, and carried to the side of the road in a suitable channel. The whole excavation is then filled in, and the road can be used as long as necessary, but the charge can be fired and the bridge destroyed at any moment. The structure in this case has nothing to show that it is mined, and may therefore be blown up if desired whilst the enemy is actually crossing it. If sufficient time can be given to the work, a very complete demolition of an arch may be effected (see Fig. 2) by simultaneously exploding three charges (*c c c*) of dynamite placed in parallel trenches

cut across the bridge from the roadway down to the crown. In dealing with bridges constructed with steel girders carried on brick or stone piers, it is usual to destroy the piers by means of mines at the base (see Fig. 3), and to trust to the consequent fall of the girders so to damage them as to render them useless. When, however, it is thought desirable to fracture the girder itself, a charge of gun-cotton is placed below the top flange on one side, and another above the bottom flange on the other side of the centre web, on a bed of clay in each case, the

whole contrivance being kept in position by wooden struts. When the two charges are simultaneously exploded the girder is cut through.

To destroy a suspension bridge, it is usual to cut the cables in three places. This is done in each case by exploding two slabs of gun-cotton fixed at right angles to each other, the cable lying in the angle.

The interruption of railway traffic is a comparatively simple matter, a slab of dynamite exploded in close contact with a rail, or when fired between switch or cross-over points, causing such distortion and dislocation of the metals as effectually to stop the passage of any trains.



THE TEMPORARY REPAIR OF DEMOLISHED BRIDGES BY MILITARY ENGINEERS: A DAMAGED GIRDER BRIDGE SUPPORTED BY TIMBER-WORK.—[Photo. C.N.]



HOW IT WORKS: BRIDGE-DESTRUCTION—METHODS USED BY MILITARY ENGINEERS IN THE CASE OF ARCHED BRIDGES AND GIRDER BRIDGES.

As explained in the article on the opposite page, the methods of blowing up a bridge vary according to its character. In the case of arched bridges; if the operation has to be performed quickly, the detonating charge is usually placed on a board slung beneath the crown of the arch (as in Fig. 1), and exploded by a time-fuse. If there is time, the demolition can be accomplished still more effectively by burying

the charge in the roadway in the centre of the bridge, say, in three separate sections, as in Fig. 2. They can then be exploded electrically at any moment; possibly as the enemy is crossing. Girder-bridges (as in Fig. 3) are generally destroyed by blowing up one of the piers: suspension-bridges by destroying the cable in several places.—[Drawn by W. B. Robinson.]



THE GERMAN COMMERCE-RAIDER WHICH HAS OUTRAGED AMERICAN OPINION: THE "MAGPIE" "PRINZ EITEL FRIEDRICH"; AND HER CAPTAIN.

The German auxiliary-cruiser, "Prinz Eitel Friedrich," is an armed Norddeutscher-Lloyd twin-screw-steamer of 8797 tons. She was at Tsing-tau when war broke out, and accompanied von Spee's squadron, escaping after the Falklands battle. To mystify vessels met at sea, Captain Thierichens, the "Eitel Friedrich's" Captain (whose portrait we give), painted one side of the ship white, and the other black,

while commerce-raiding. She put into Newport News, Virginia, early in March, short of coal and needing repairs, after having sunk eight merchantmen—British, French, Russian ships, the crews of which she brought in. One was an American, the "William P. Frye," carrying grain for Liverpool, as to which President Wilson is understood to have protested.—[Photos. by Topical and C.N.]



WHY SHOULD NOT EVERY MERCHANTMAN BE ARMED AGAINST ATTACK BY ENEMY SUBMARINES? A LIGHT GUN CARRIED BY A LINER.

This is one of the two light guns which certain of our largest liners carry. Both guns are mounted at the stern, an arrangement palpably designed solely for defence. The British Government authorised the arming only a few months before the war, on learning definitely that all German liners kept guns in the hold, for mounting on receiving wireless orders from Berlin. In view of the indiscriminate attacks

on all merchantmen by the German submarines, it would surely be only common-sense for the British Government to sanction the arming of every British vessel afloat, from coasters upwards. There can be nothing in any German suggestion that arming merchantmen will open them to legitimate attack: they are all open to attack already, armed or not.—[Photo. by Newspaper Illustration.]



THE TORPEDOING OF THE "FALABA": THE GERMAN SUBMARINE RANGING ALONGSIDE.

The photographs on this page and that facing were taken from on board the "Falaba." No. 1 shows the German pirate submarine alongside, on the enemy overtaking the ill-fated vessel. The liner did her best to escape, but could only manage 14 knots to the submarine's 18. Within half an hour of being signalled to by the submarine to bring to, the enemy was alongside, within fifty yards, and then the



AFTER THE TORPEDO HAD STRUCK ITS MARK: LIFE-BELTED "FALABA" PASSENGERS.

"Falaba" stopped. The submarine, according to one account, bore no number, but seemed to be of exceptional size. Photograph No. 2 shows passengers wearing life-belts, hastily put on in the brief interval between the order for all on board to quit the ship and the dastardly premature firing of the fatal torpedo. Eight of the "Falaba's" boats were got into the water, but one was staved in alongside

(Continued opposite)



Continued. WHEN THE GERMANS LAUGHED AND JEERED! "FALABA" BOATS UPTURNED. the steamer, all in it being thrown into the water, while another was being lowered when the submarine's torpedo struck the liner's hull directly underneath, capsizing the boat, and throwing its occupants into the sea. Had the ten minutes' grace named by the commander of the submarine been given, all the boats might have been launched safely and no lives been lost. Photographs Nos. 3 and 4 show

A STRUGGLE FOR LIFE: "FALABA" PASSENGERS CLINGING TO A BOAT-KEEL. the capsized boats and some of the people clinging to their keels, while others are struggling for life in the water. Several of the survivors declared, on landing and at the coroner's inquest, that the Germans on the submarine's deck, with inhuman callousness, mocked and jeered at the drowning.—[Photos. by Illustrations Bureau.]



MAKING WICKER CASES FOR BRITISH SHELLS: FASHIONING THE "BASKETS"; AND A MODEL OF A SHELL TO ENSURE A GOOD "FIT."

Like all things human, even a war has its two aspects—the one destructive and decimating, the other stimulative to, it may be, some industry which might otherwise suffer and, perhaps, die out. The Germans, thorough in all things pertaining to the art of war, as we have shown by illustration more than once, use wicker-cases for the conveyance of shells. The fact that we, too, are using basket-cases for

the same purpose, has revived the basket-making industry, which might otherwise have suffered heavily. Our photograph shows a maker of these cases, with a model of a shell near him as a guide to size for the cases, which, when finished, look, as is evident at a glance, rather like attenuated soiled-linen baskets.—[Photo, by Topical.]



LEARNING TO BAYONET ENTRENCHED GERMANS: THE JUMP INTO THE ENEMY TRENCH.
It goes without saying that the soldiers of the new Army are being trained in the light of experience gained during the Great War, in which an extraordinary amount of trench-fighting has taken place. Here we see men at bayonet-practice—leaping into a trench and bayoneting Germans represented by sand-bags; and practising getting out of an evacuated trench. In modern trench-fighting, grenade-



LEARNING TO BAYONET ENTRENCHED GERMANS: GETTING OUT OF THE ENEMY TRENCH.
throwing plays considerable part. When an attack on a trench is to take place, six men, forming a grenade party, go first, hurling their grenades into the trench. They then jump into the trench and throw grenades along it laterally. The infantry charge with the bayonet and take possession of the trench, while the grenade-men advance to the next trench, and so on.—[Photos. by Illustrations Bureau.]



GERMANY TRYING TO BE FUNNY: JOHN BULL THE BIRD-CATCHER.

We give on this page and on the next some of Germany's attempts at war-wit. From our point of view, there is no sting in them. Doubtless, however, they will please the Germans, already much deluded by their Press. The first drawing shows John Bull holding a trap baited with Constantinople before birds representing Bulgaria, Greece, Italy, and Roumania; while he carries on his back a cage



GERMANY TRYING TO BE FUNNY: BRITAIN JUMPING FOR THE KEY TO CONSTANTINOPLE.

containing France, Serbia, and Belgium. The German paper gives it the title, "John Bull, the Bird-catcher"; then two words in English—"Damned business." Then, "Such a fine bait, and yet none of the neutral beasts will be caught by it." The second illustration is another Dardanelles cartoon, called "The British Lion and the Key to the Dardanelles." The first panel is titled "He jumps

[Continued opposite.]



Continued. GERMANY TRYING TO BE FUNNY: THE FRIEDRICHSTRASSE, BERLIN, AS A CORNFIELD. again"; the second panel, "He is unsuccessful again"; and, again, we would add, the cartoon conveys an entirely false impression. The third cartoon is a skit against the over-emphasis laid upon German's bread-ticket system and presumed lack of foodstuffs by certain papers in this country and elsewhere. It is called, "Subject for a foreign newspaper: The Friedrichstrasse, in Berlin, has been turned into a

GERMANY TRYING TO BE FUNNY: MR. WINSTON CHURCHILL AS A WEARY ASS. cornfield." The fourth is particularly silly. Mr. Winston Churchill, represented as an ass, has removed his uniform and his mask and is sitting on his bed saying: "Oh, God! It is not easy to be an English Minister of Marine all day." German humour, as these attempts once more prove, is dealt out with a heavy hand, first-cousin to the historical mailed fist. Delicate satire is to them "unknown."

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STRIPED TO ELUDE THE ENEMY: A PONY DISGUISED AS A ZEBRA, ON THE GERMAN EAST AFRICAN BORDER.

This photograph of an officer on active service in East Africa, mounted on a pony which has been dyed with permanganate of potash exactly to resemble a zebra, must surely illustrate the very last word in war-coloration and the mimicry of natural surroundings, for purposes of invisibility. The tawny tinge of khaki—very much the tint of a lion's skin, by the way—sufficiently serves for the rider's concealment

amidst the forest shadows. The dyeing of light-coloured and piebald and white horses has become a regulation practice among the cavalry in Europe in particular, as it has been stated, in some of the German regiments at the front. In much the same way, heavy artillery guns and wagons are sometimes painted over with broad patches and daubs of the primary colours—[Photo. by L.N.A.]